



Transbay Program Presentation
Caltrans Transportation Planning Academy
October 18, 2012



Transbay Transit Center



Transbay Transit Center

Transbay Joint Powers Authority

- Transbay Joint Powers Authority created under State law in April 2001
 - Charged with design, construction and operation of a new Transbay Terminal and associated facilities
- TJPA, CCSF and Caltrans approve cooperative agreement in 2003 committing former freeway parcels to the Transbay Program
- Member agencies
 - Caltrans (ex-officio)
 - City & County of San Francisco
 - Alameda-Contra Costa Transit District
 - Peninsula Corridor Joint Powers Board
 - City & County of San Francisco
 - San Mateo County Transit/Caltrain
 - Santa Clara Valley Transportation Authority





Transbay Transit Center

Program Funding Commitments

Sources (in Millions, YOE \$s)	Phase 1 Funding Plan	Phase 2 Funding Plan
Land Sales or Alternative	\$429	\$185
TIFIA Loan	\$171	\$377
SF Prop K	\$98	\$50
San Mateo Sales Tax	\$5	\$22
AC Transit Capital Contribution	\$39	
Misc. Local	\$7	
Regional Measure 1	\$54	
Regional Measure 2	\$143	\$8
AB 1171	\$150	
RTIP	\$28	
Federal Earmarks (FTA and FRA)	\$65	
ARRA High Speed Rail	\$400	
Total Revenues	\$1,589	\$642
Surplus/(Deficit)		(\$1,954)





Embarcadero Freeway

Transbay Transit Center

- Construction began in 1953
- Expansion stopped in 1959
- Referendum in 1986 to demolish defeated 67.9% to 32.1%
- Loma Prieta Earthquake damaged structure on October 17, 1989
- Demolished in 1991
- Last segment of new Embarcadero Roadway completed in 2000

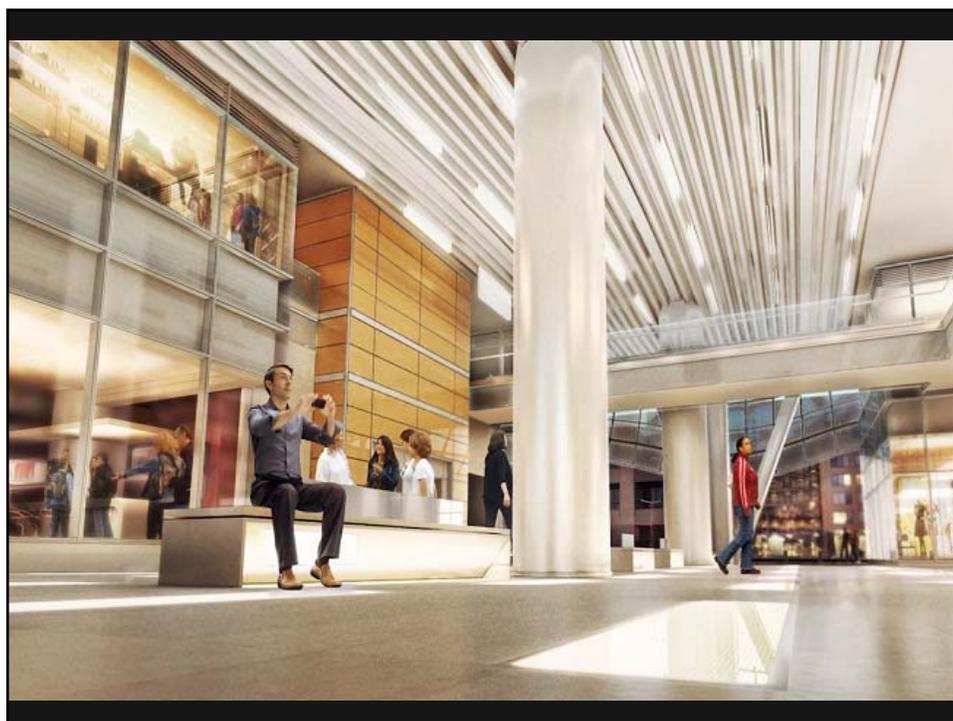


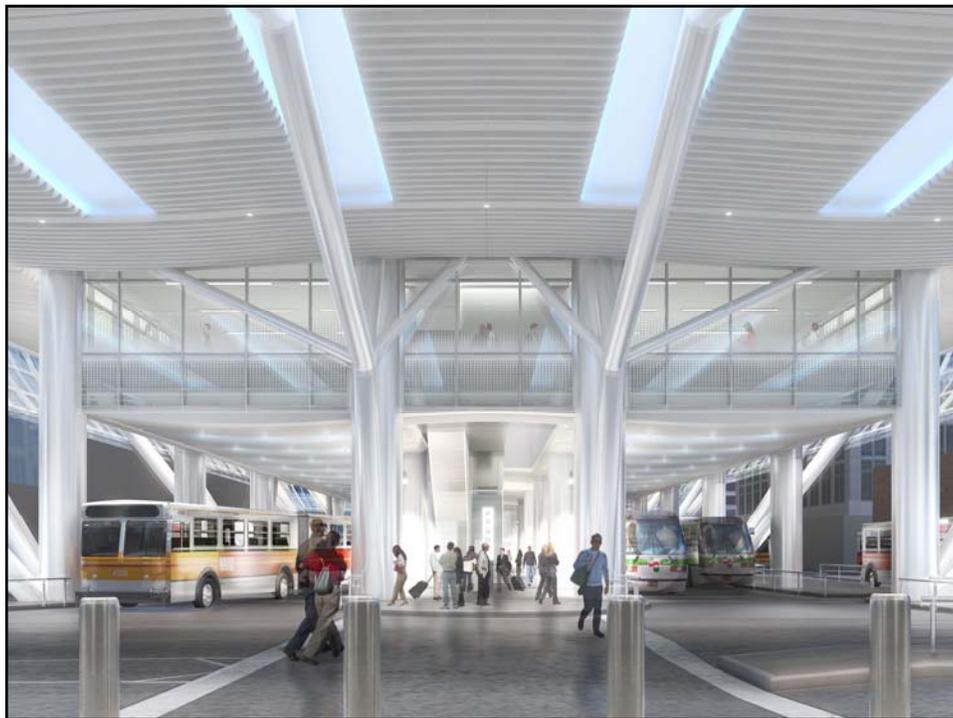
Transbay Transit Center Program

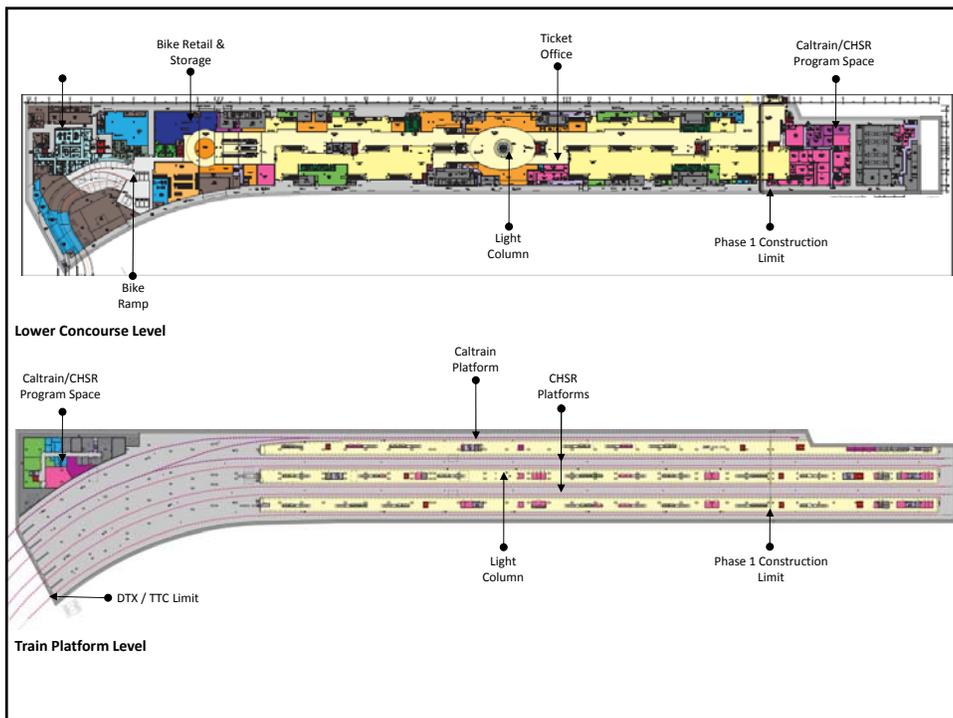


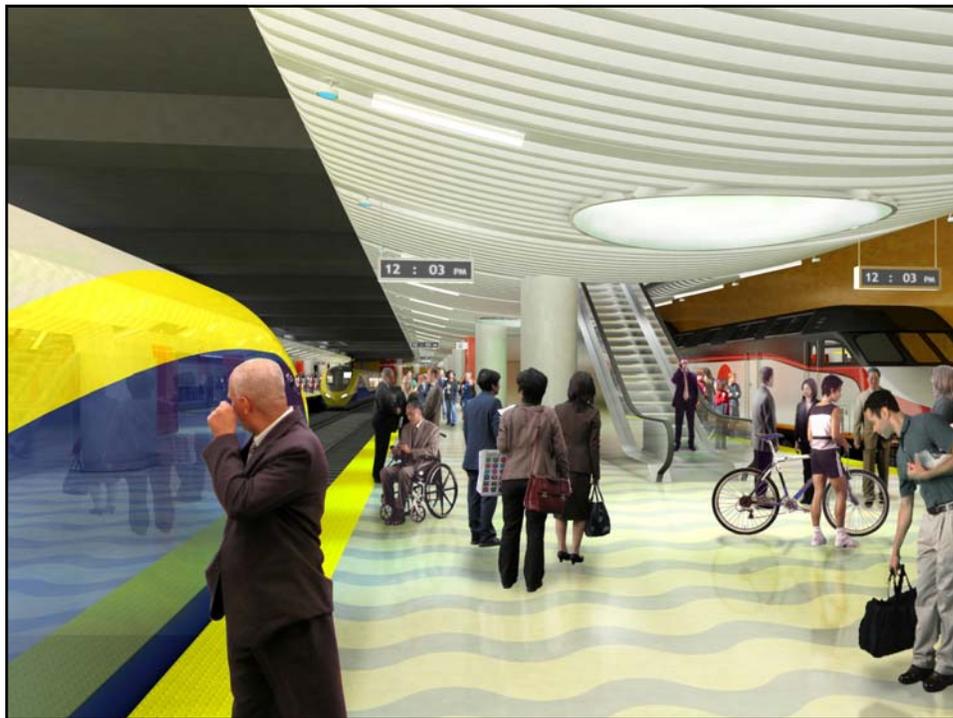




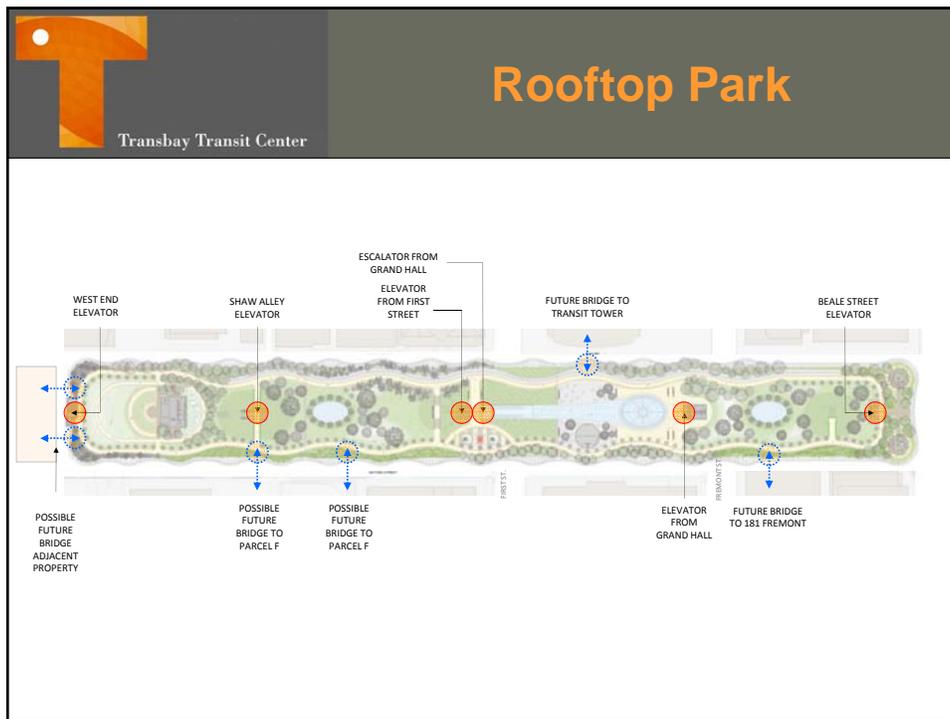




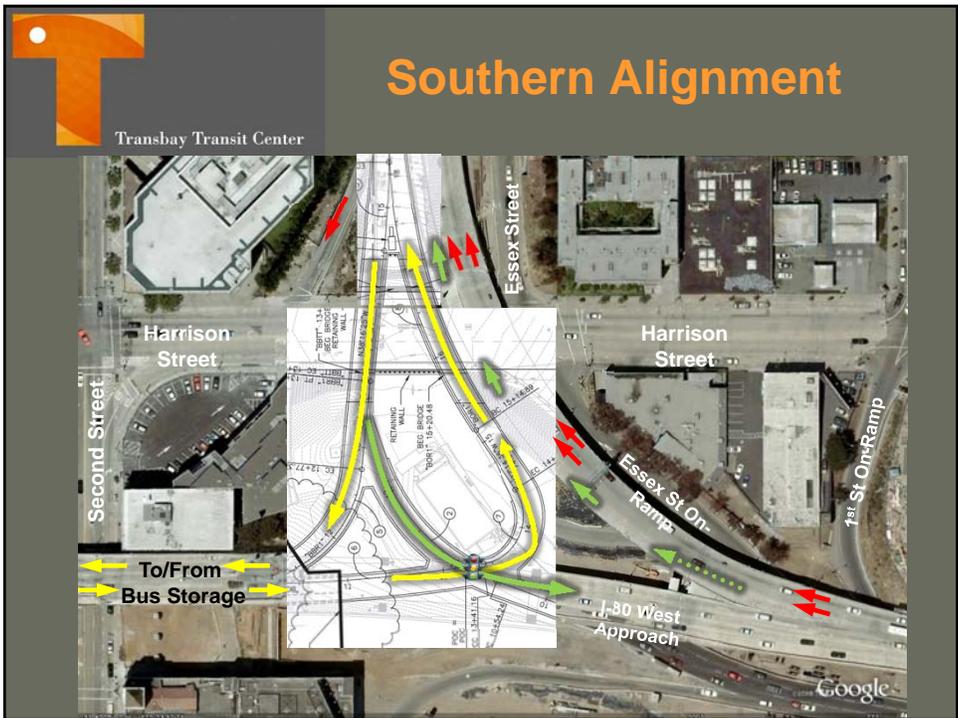


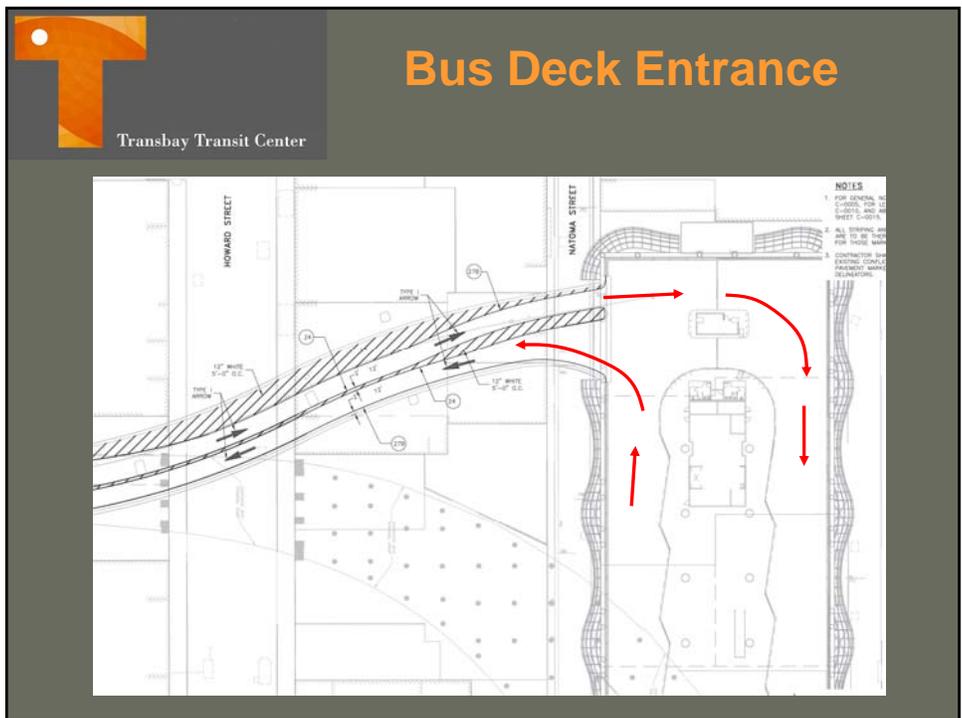
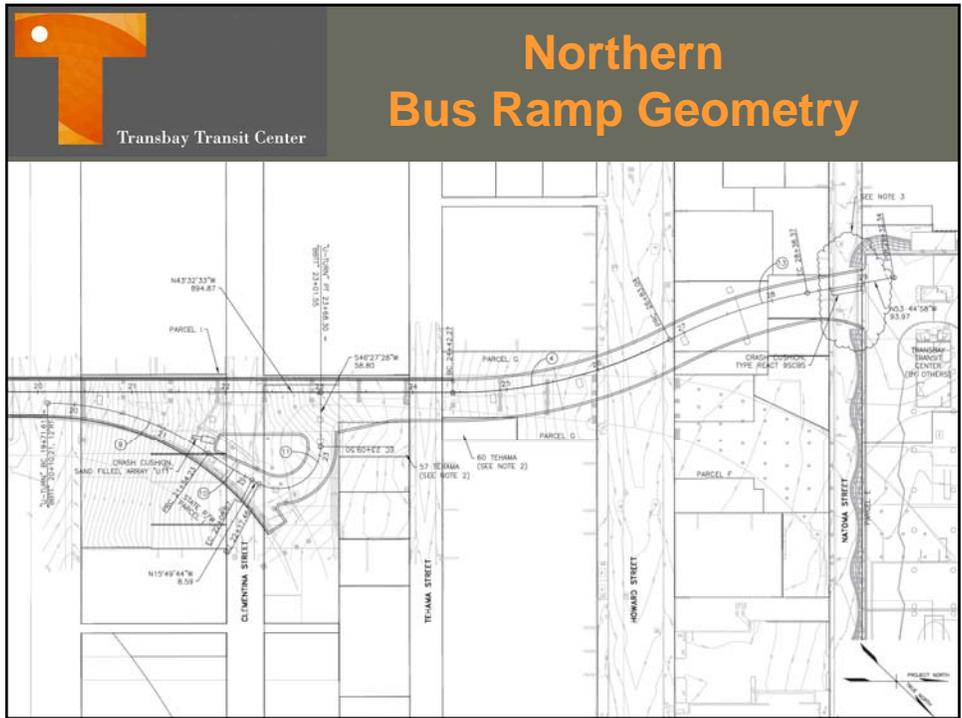


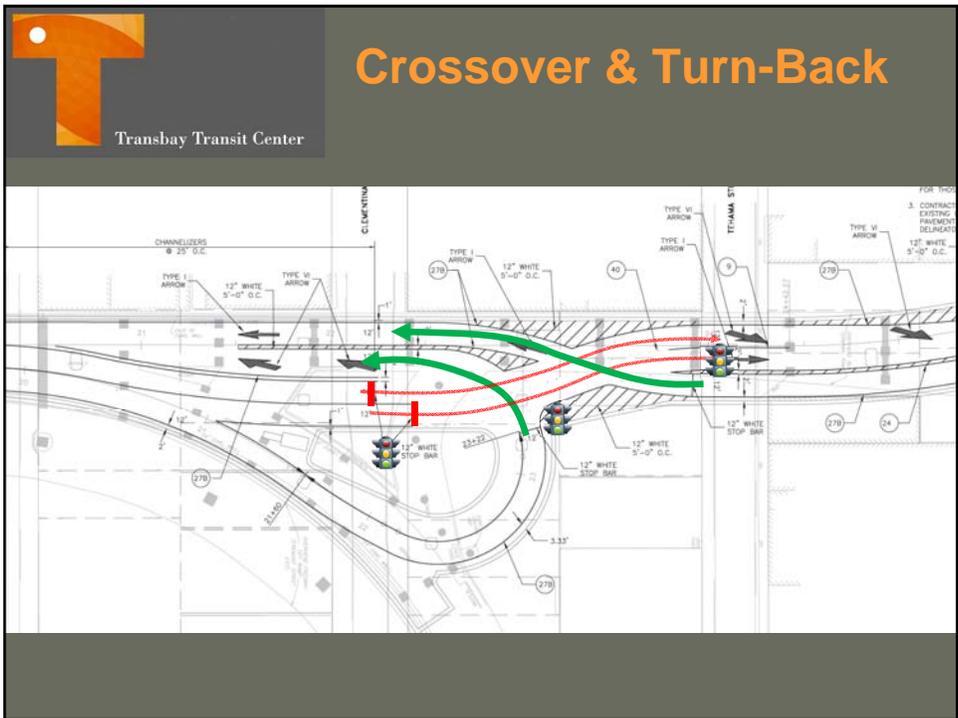
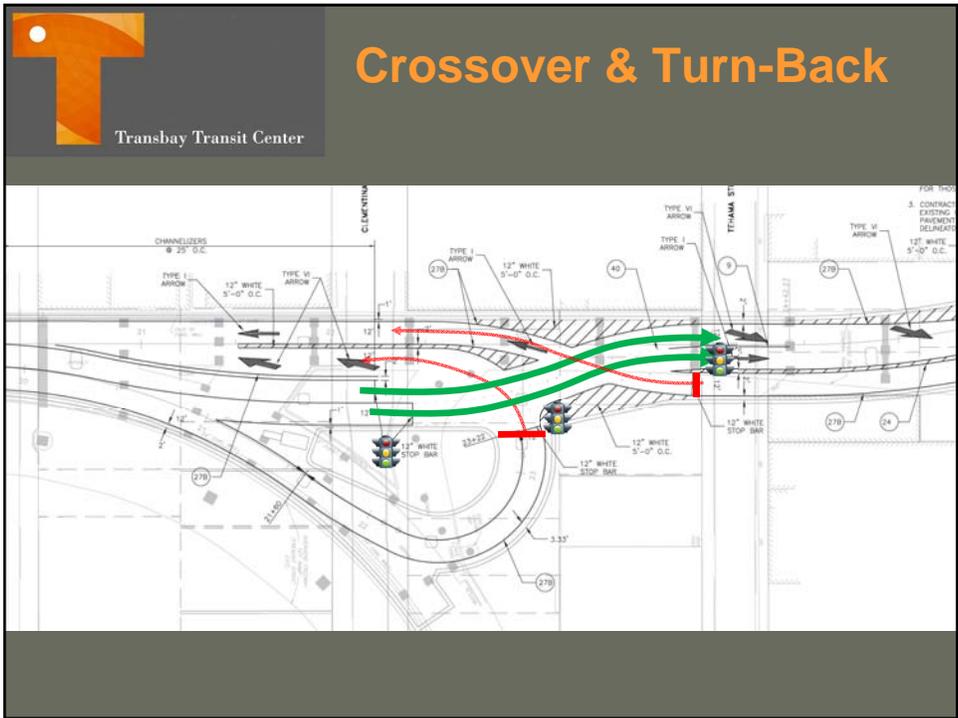


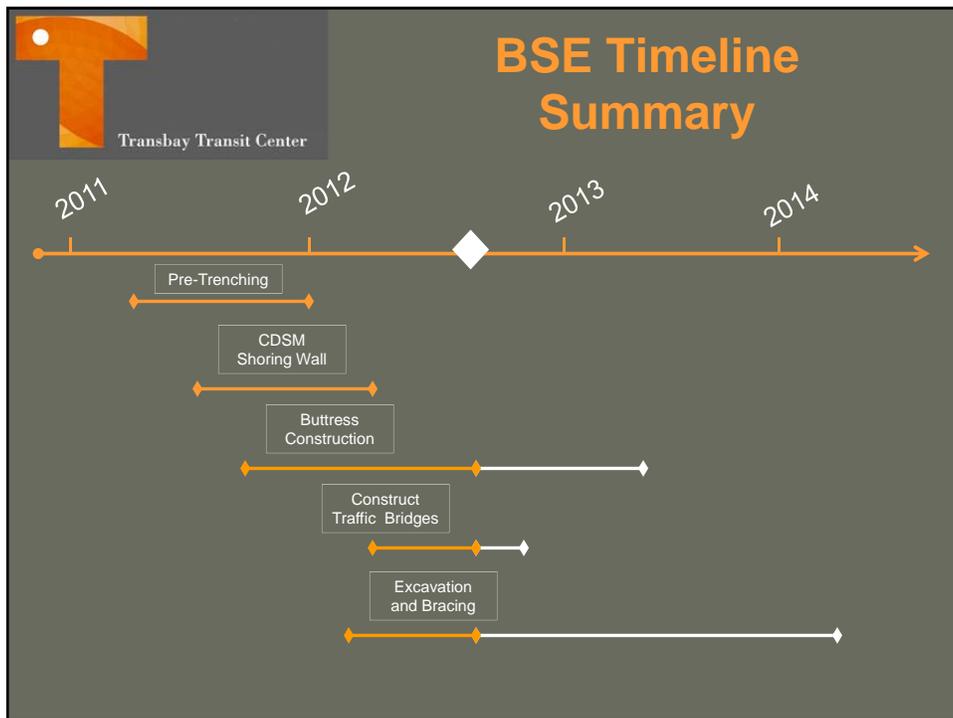
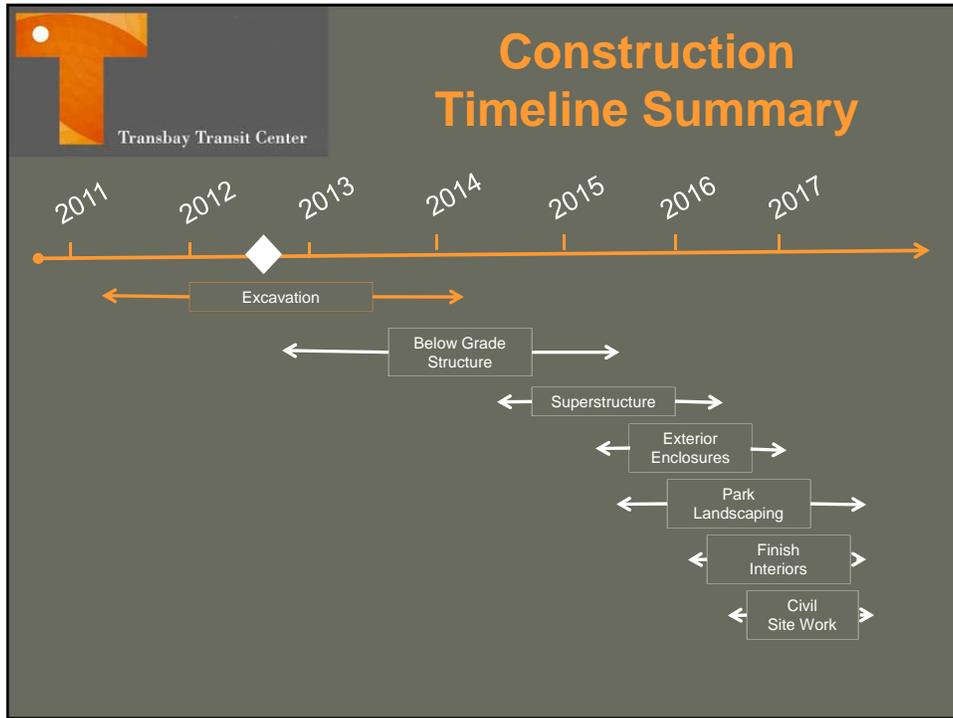


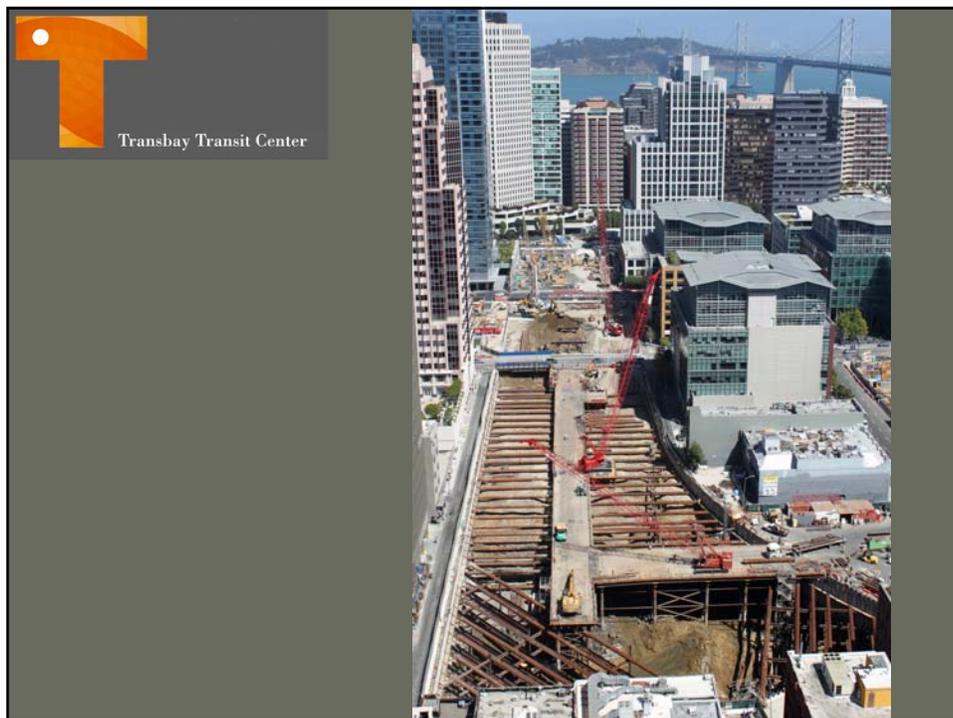
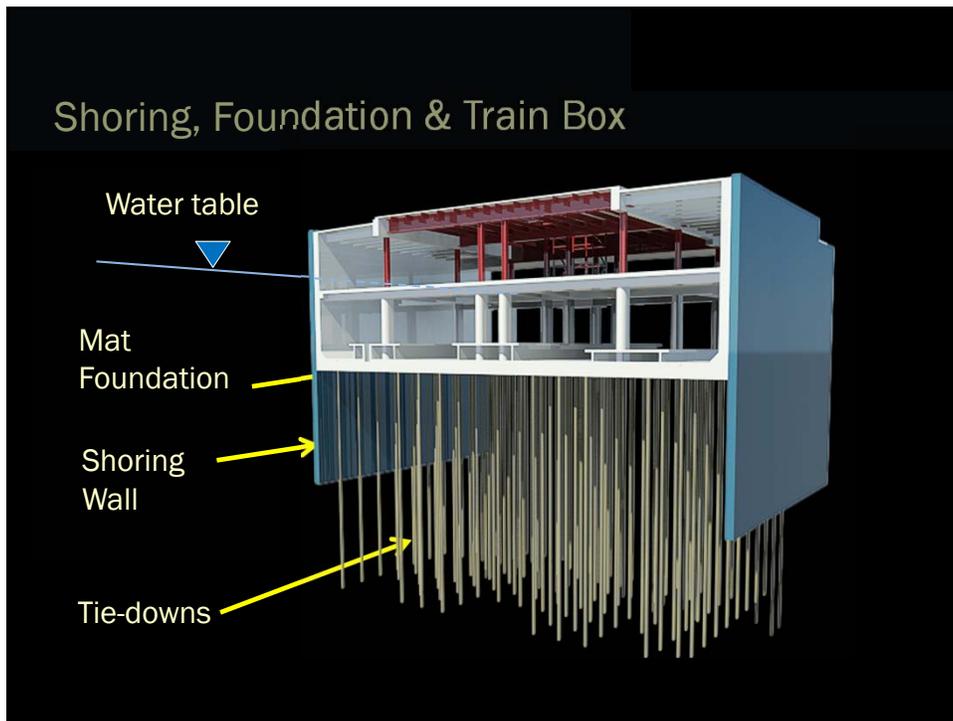


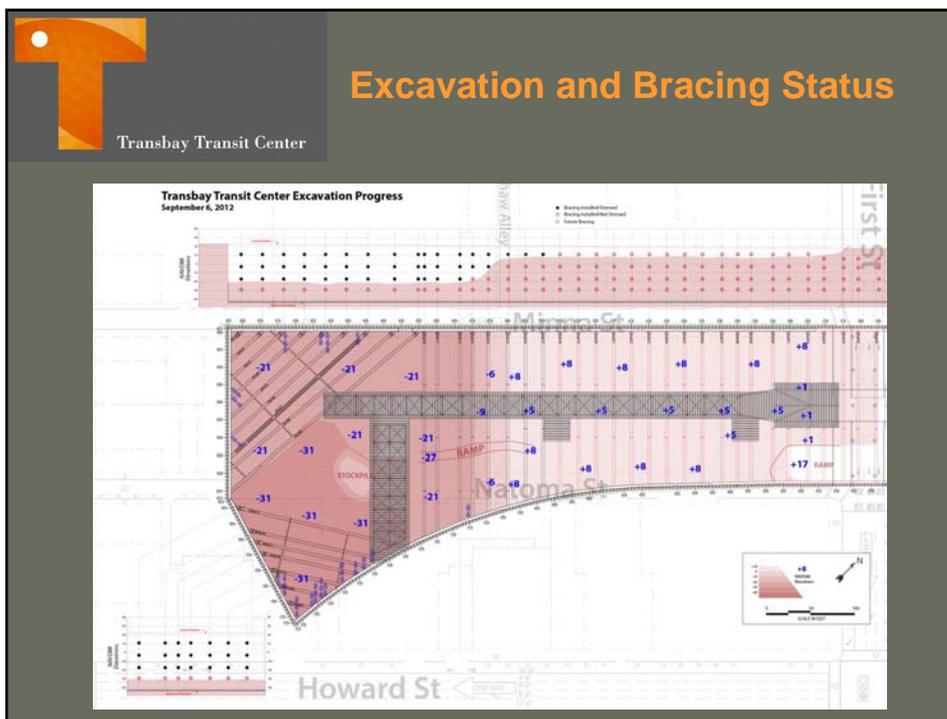


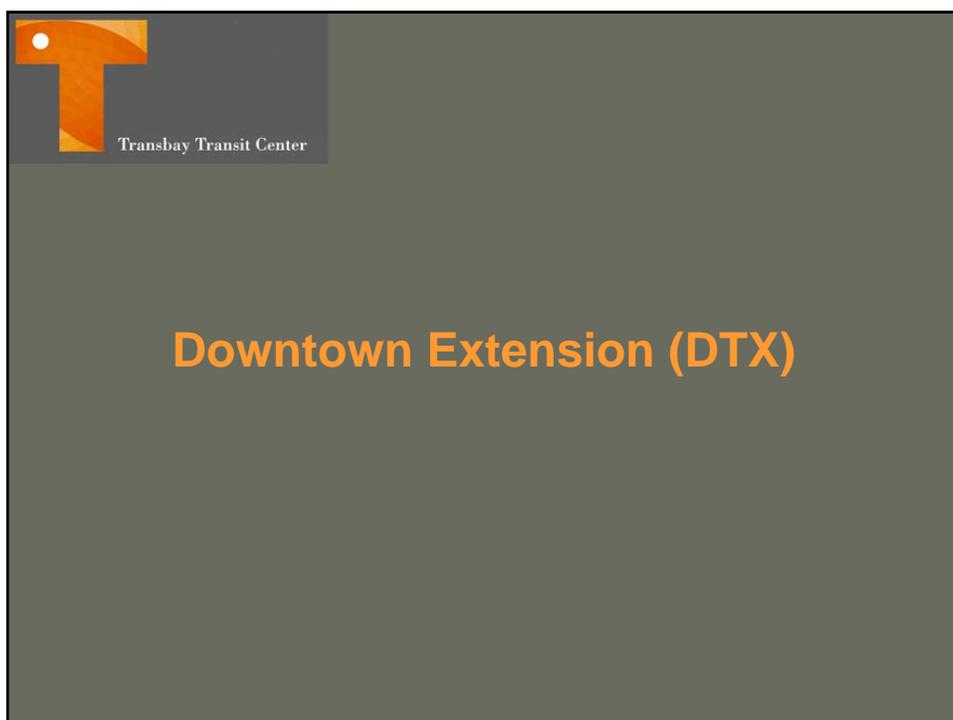












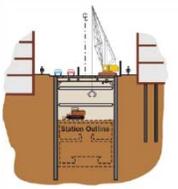


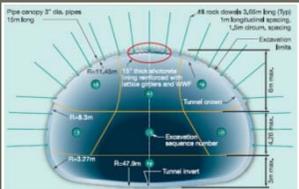


Transbay Transit Center

Tunneling Methods

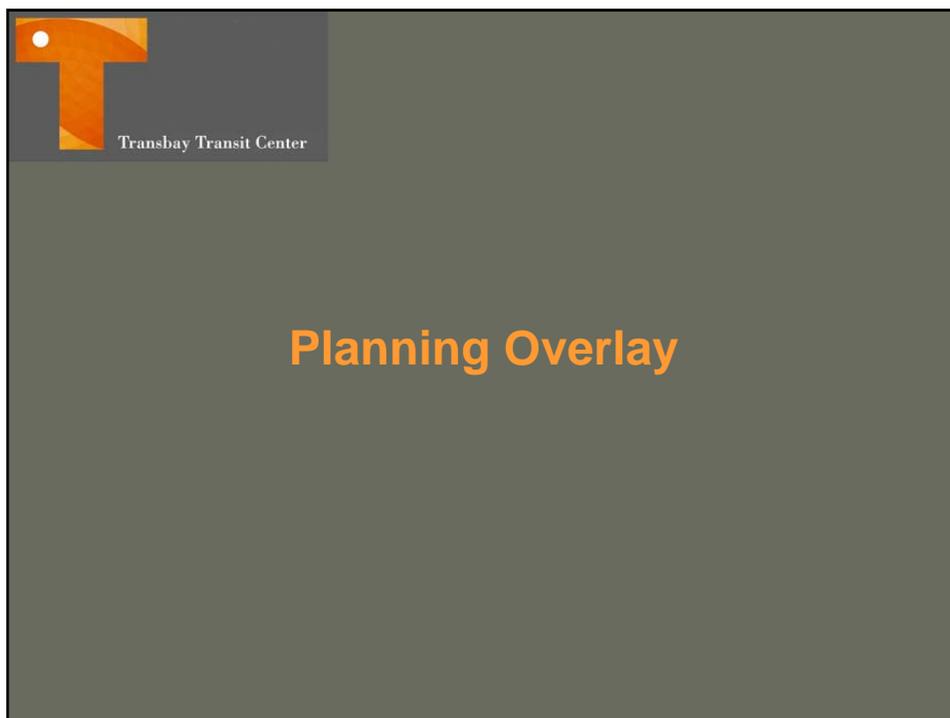
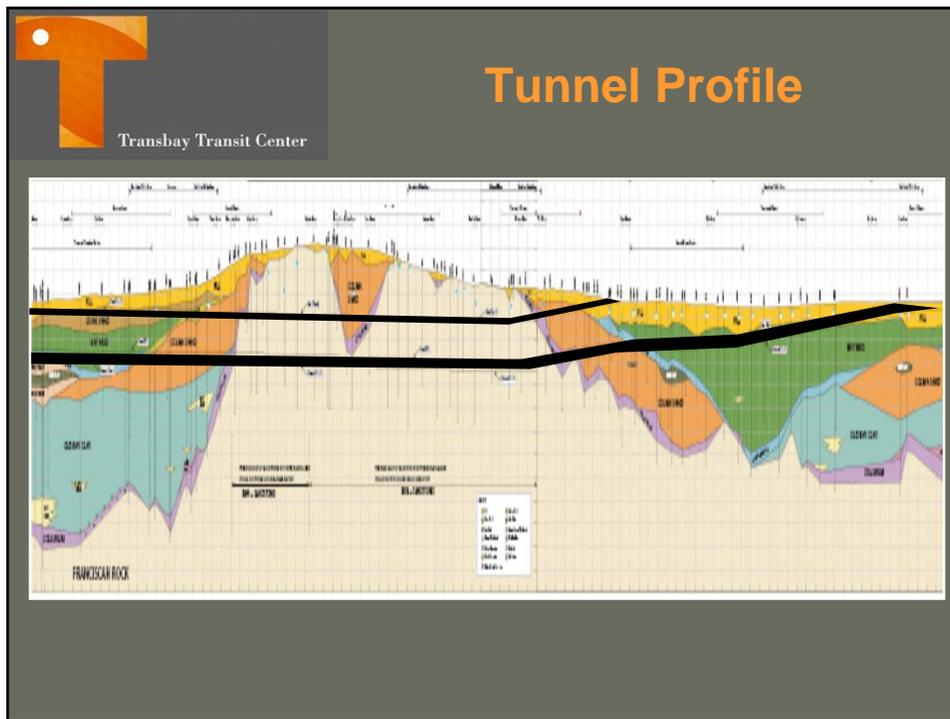
- Cut and Cover excavation in areas of soft bay fill
- Sequential Excavation in more competent soils
- TBM impractical for 3-track alignment and short mined tunnel length (3,200 feet)

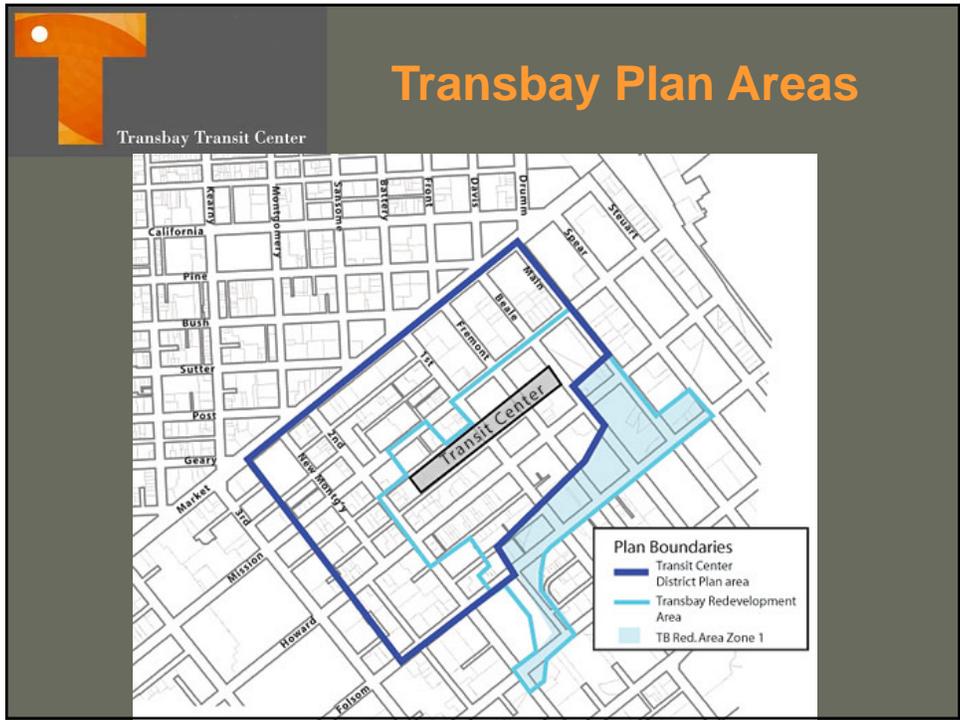






Transbay Transit Center Program



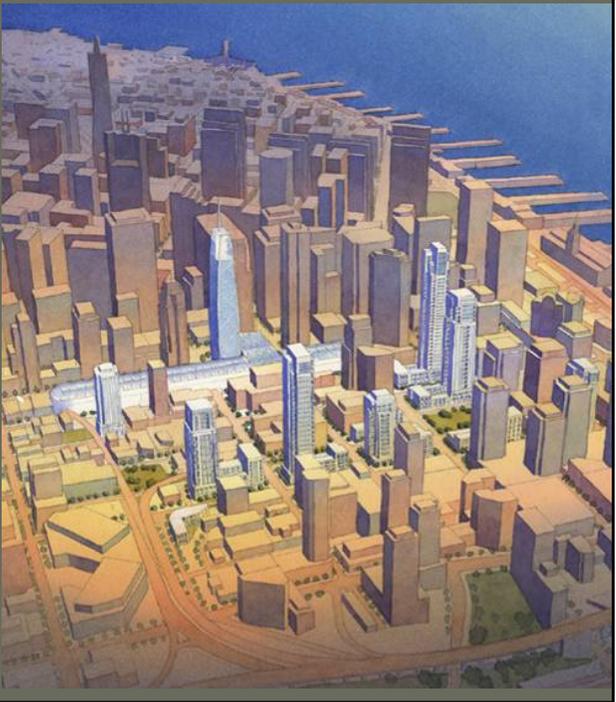




Transbay Transit Center

Transbay Redevelopment Area

- Concept Plan published in 2003; development controls adopted in 2005
- 3,000 new residential units, including 35% affordable units
- Approx. 350 units per acre – highest residential density in SF
- Mix of towers, mid-rises, and townhomes




Transbay Transit Center

Transit Utilization

Commute Mode Shares

	Core Downtown SF	SF Other	Downtown Oakland	Rest of Bay Area
Transit Mode	77%	40%	25%	5%
Carpool	8%	10%	15%	11%
Drive Alone	9%	35%	55%	80%
Walk/Bike	6%	15%	5%	4%

Source: SF Planning Department



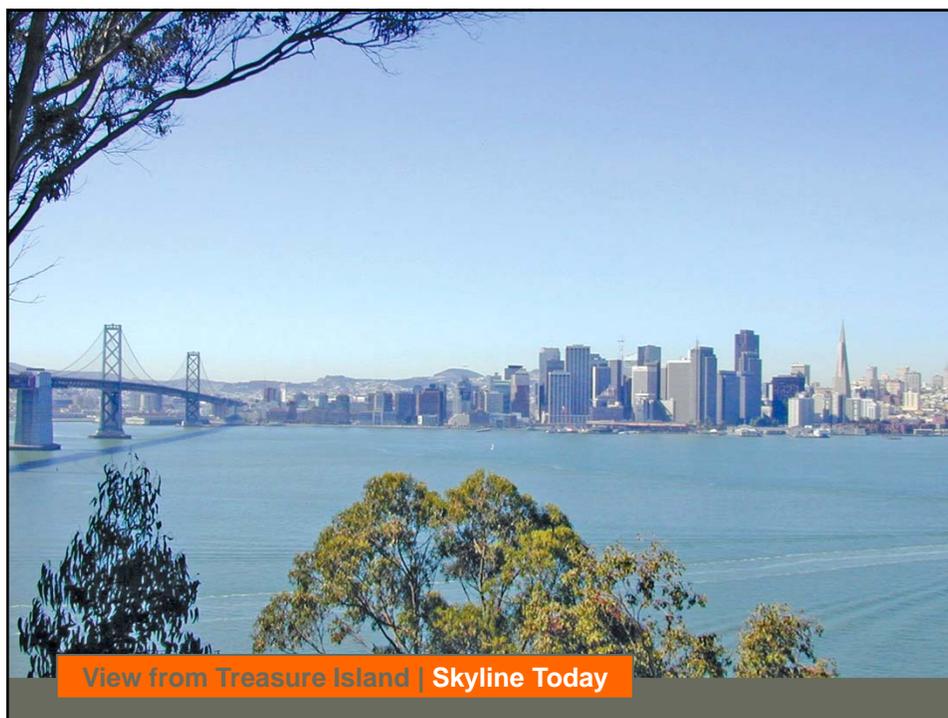
Transit Center District Plan

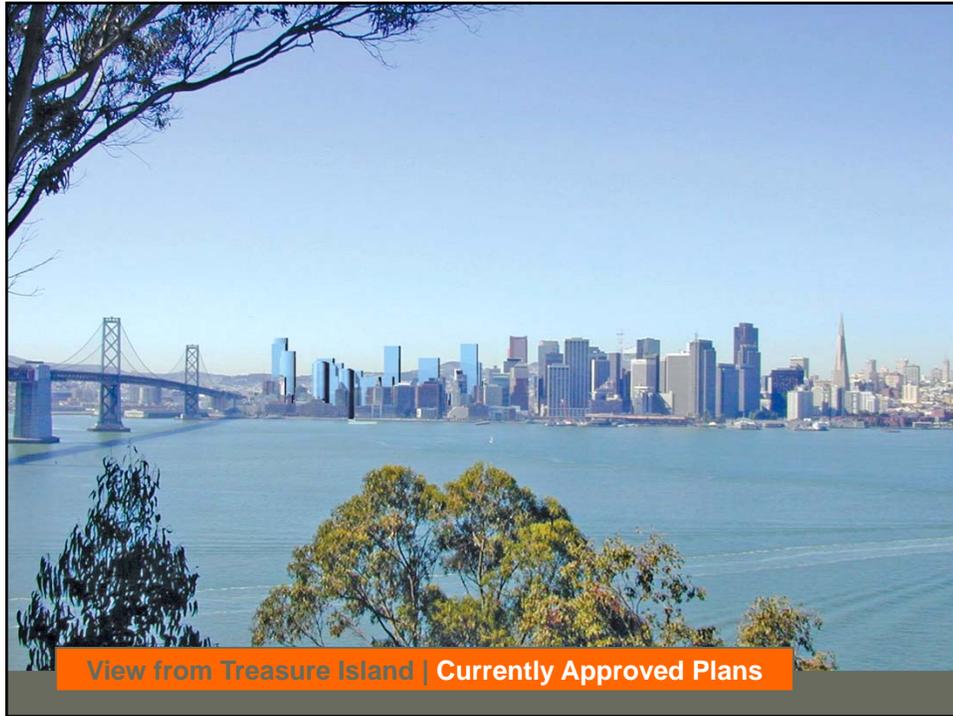
- Environmentally Responsible Land Use:
 - Capitalize on new major transit investment with appropriate land use response in the downtown core
- Build on the Urban Design Element and Downtown Plan, analyze:
 - Analyze the downtown form
 - Identify opportunities and set guidelines and standards to build a high-quality public realm and provide public amenities
- Generate more revenue to support the complete Transbay Transit Center/Caltrain Extension project and other public benefits



Planning Objectives

- Maintain Downtown as the City's primary employment center:
 - Regional hub of transit network
 - Protection of neighborhoods
 - Economic efficiency, creativity, diversity
- Support Regional Growth Objectives:
 - Maintain San Francisco Share of Regional Job Growth
 - Develop Employment around Transit







Additional Resources

- Transbay Program
 - www.transbaycenter.org
- Transbay Redevelopment Area
 - <http://www.sfredevelopment.org/index.aspx?page=54>
- Transit Center District Planning Process
 - transitcenter.sfplanning.org

CONTACT INFORMATION

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